

BRUCE ISMAY QUESTIONED BY SENATE COMMITTEE

Continued from first page.

boats were rather poor affairs, and not to be depended on. Regarding the conduct of the people on the boat deck, of the port side of which he was in charge, Lighttoller testified that "they could not have been quieter had they been in church."

The investigation is proceeding slowly, which is largely due to the evident lack of familiarity of the chairman, Senator Smith, of Michigan, with things nautical. To forestall this very contingency, the President placed at the disposal of the committee General Uhler, chief of the Steamboat Inspection Service, but thus far the committee has not availed itself of his services to any considerable extent. Were he permitted to interrogate the witnesses under the supervision of the committee the investigation would move much more rapidly, and the interrogator and the witness would be much less frequently at cross purposes.

In the course of his testimony Mr. Ismay said that the engines of the Titanic were making only seventy-five revolutions, while the full speed would have been eighty. This statement was partially contradicted by the second officer, who expressed the belief that the Titanic was making 22½ to 23 knots when she struck the iceberg and that she could hardly have made a greater speed until she had been shaken down, meaning until use had so smoothed her bearings as to reduce the friction.

HAD SIGHTED NO ICE TWO HOURS BEFORE IMPACT.

Lighttoller testified that he had learned from the captain of the proximity of ice, although none had been seen. This was from the wireless relayed from the Amerika by the Titanic. Lighttoller went on watch at 6 p. m. Sunday. About 9 p. m. Captain Smith came on the bridge, discussed the possibility of meeting ice, remarked that it was exceptionally clear, but that should it become hazy it would be necessary to reduce speed.

The captain expressed the belief that they might sight ice about 11 p. m., although the latitude of the berg sighted by the Amerika was not given, according to the witness. He believed the ship continued at full speed, although the captain might have ordered the chief engineer to reduce the number of revolutions without advising the second officer.

In this relation it is noteworthy that Captain Roston of the Carpathia, although reluctant to say anything which might be construed as a criticism of Captain Smith, was compelled to admit on examination that while he ran at full speed to the rescue of the Titanic, he doubled his lookout, and, further, that he would not, having been advised of the proximity of the ice, have taken that risk had it not been for his realization of the peril of the human complement of the Titanic, his last advice from that ship having been that her engine room was fast filling.

The second officer of the Titanic admitted that the precaution of doubling the lookout on his ship had not been taken. He said that Captain Smith thought his ship would be in the vicinity of the ice about 11 p. m. At 10 p. m. Lighttoller completed his watch and turned the bridge over to First Officer Murdoch, who went down with the ship.

The testimony of Lighttoller also served to emphasize the utter inadequacy of the lifeboat provision. There were, in all, twenty of these—sixteen regulation wooden boats, two collapsible part-canvas boats and two smaller boats, which he termed "emergencies." One of the collapsibles became entangled in the tackle and was not launched at all, and another, which had been stowed on top of the officers' quarters, proved so inaccessible and required so much effort to launch that it had not been put over the side when the ship went down. It then capsized, but about thirty, mostly of the crew, including Lighttoller, managed to scramble on its bottom, and were subsequently taken aboard one of the lifeboats.

It was a thrilling story that was told by Captain Roston of the Carpathia, despite the fact that he had not seen the Titanic go down, and the committee room seemed to take on the very air of the sea.

"I love a man like that," remarked one elderly spectator. "I could lick the salt off the face of such a hero."

And when, his voice faltering, the captain explained that he had not taken from one of the boats the corpse of a sailor who had perished of exposure because of the already agonized frame of mind of the survivors, and related other details of the sufferings of those who, illy clad, had been four hours exposed to a temperature of 31 degrees, it would have been possible to hear a pin drop in the committee room.

Hardly less dramatic was the testimony of Lighttoller, although at no time was he permitted to tell his story in narrative form, being subjected to constant questioning. He is a slight, determined looking young man, with clean cut features and evident simplicity, actuated by an almost painful desire to tell the exact truth, answering every question concisely and with never a suggestion of a smile, even when the chairman showed that he had supposed the "bulkheads" which were to have made the Titanic unsinkable consisted of air and watertight chambers, in which, he suggested, many of the passengers might have taken refuge on the assumption that they, at least, would float.

DIDN'T LEAVE SHIP TILL IT LEFT HIM, HE SAYS.

"What time did you leave the ship?" asked Senator Smith, soon after Lighttoller took the stand.

"I didn't leave it," replied Lighttoller.

"Did it leave you?"

"Yes, sir."

"Was the suction a deterrent in making progress from the scene?"

"It was hardly noticeable."

"Where were you when the Titanic sank?"

"In the officers' quarters."

"Were all the lifeboats gone then?"

"All but one," said Lighttoller. "I was about fifteen feet from it. It was hanging in the tackle, and they were trying to get it over the bulwarks the last time I saw it. The first officer, Mr. Murdoch, who lost his life, was managing the tackle."

"Did you see Mr. Ismay then?"

"No."

"When did you see him?"

"When we started to uncover the boats. He was standing on the boat deck."

"What was he doing?"

"Standing still."

"Talking with any one?"

"No."

"Was he fully dressed?"

"I couldn't say for sure; it was dark."

"How long did you see Ismay there above?"

"Just as I passed."

"When you saw Mr. Ismay twenty minutes after the collision were there any other passengers near him?"

"I did not see any one in particular," said Lighttoller, "but there might have been some."

A few minutes after the impact, Lighttoller said, he went back to his berth.

"Why?" asked Senator Smith, in astonishment.

"Because there seemed no call for me on deck."

"Call or cause?"

"Neither call nor cause."

DESCRIBES IMPACT AS "A SLIGHT JAR."

The witness described the impact as a "slight jar, followed by a grinding sound."

"You say that Sunday you were advised by the captain, by word of mouth, of icebergs in near proximity, and when you were relieved at 10 p. m., as officer of the ship, by First Officer Murdoch, you passed the information to him, and he said, 'All right?'"

"Yes, sir."

The ship was making about 21 to 21½ knots, Lighttoller testified.

According to the second officer, one hundred or more persons were thrown into the water or jumped before the Titanic went down. For a few minutes they struggled, then most of them disappeared.

"The forward funnel went by the board and struck a great many of those in the water," said Lighttoller.

"Were any killed?"

"I don't know."

A moment before the funnel broke the collapsible lifeboat on the officers' quarters floated off, and twenty or more persons, including Colonel Gracie, J. B. Thayer, Phillips and McBride, the wireless operators, and Lighttoller, clung to the collapsed life craft. The funnel hit a number of those clinging to this boat. They released their hold and sank back into the sea. The force of the funnel's blow forced the frail lifeboat fifty feet away from the Titanic, and left those clinging to it again struggling in the sea. Some managed to swim to the lifeboat again, but many of the unfortunates went down in the attempt, completely exhausted. Ultimately thirty persons climbed on the capsized boat.

"The lifeboats could carry sixty-five persons at risk to all," explained Lighttoller, "but for safety twenty-four women and two seamen only were sent in the first boat."

"How did you choose seamen?"

"Those standing nearest."

"Did they want to go?"

PASSENGERS AIDED IN GETTING BOAT CLEAR.

"I didn't ask them. When we cleared the second boat I realized the situation was getting serious and put all the women near by into it—about thirty-five. It took fifteen to twenty minutes to clear the boats and lower them with people. The boats were safe for forty persons, provided the tackle worked right. In the third boat there was only one seaman to man it. I could not spare either of the only two seamen who were assisting me. A first class passenger near by interposed and said: 'I'll go, if you like.'"

"Are you a sailor?" I asked him. He answered: 'I'm a yachtsman.' 'Prove that you are a sailor by getting that fall clear. You'll have to be a sailor to do it,' I warned him."

"He proved a good sailor, went in the boat and did brave work in protecting the women and children."

"Who was he?"

"Major Peuchen, of Toronto."

The second officer said all the women and children he could get into each boat were sent away rapidly thereafter. He didn't have time to count each boatload, but gathered a load for each boat.

"Were the passengers, particularly the women and children, easy to manage and quiet?"

"Yes; they couldn't have stood more quiet had they been in a church."

"Where did you last see Captain Smith?" the Senator asked.

Lighttoller said he saw him several times on the boat deck, but that his last recollection of Captain Smith was walking across the bridge of the Titanic.

"I was busy at my own work, about fifty feet away, and I recollect seeing the captain walking across the bridge. I did not then hear him giving any orders. I was too far away."

"When the Titanic sank were her decks intact?"

"Absolutely intact," said Lighttoller.

Sensor Smith asked what was the last order he heard Captain Smith give.

"When I asked if I should put the women and children in boats," replied Lighttoller, "he responded, 'Yes, and lower away.'"

"What did you do?"

"Obeyed orders."

Captain A. H. Roston of the Carpathia read to the committee the report he sent to the home office of the company under date of yesterday, in which he gave the details of his arrangements to cope with the situation when he came up to the Titanic. This report is in full as follows:

"R. M. S. Carpathia, April 19, 1912.

"To General Manager, Cunard Steamship Company, Ltd., Liverpool.

"Sir: The following may be of interest to you. Monday, 15th inst., informed of urgent distress message from Titanic. Had struck ice. Required immediate assistance. Position of Titanic, 41:16 North, 50:14 West. I immediately ordered ship turned and set course, we then being South 52 E. (true), fifty-eight (58) miles from Titanic. Sent for chief engineer and ordered out another watch of stokers and to make all possible speed. Gave orders to get all lifeboats prepared, spare gear taken out and boats swung out ready for lowering. Then sent for English doctor, purser and chief steward, and gave following instructions:

"English doctor—With assistants, to remain in first class dining room.

"Italian doctor—With assistants, to remain in second class dining room.

"Hungarian doctor—With assistants, to remain in third class dining room.

"Each doctor to have supplies of restoratives, stimulants and everything to hand for immediate need of probable wounded or sick.

"Purser—With assistant purser and chief steward, to receive passengers, etc., at different gangways, controlling our own stewards and assisting passengers to dining rooms, etc. Also to get Christian names and surnames of all survivors as soon as possible to send by wireless. Inspector, stewards and master-at-arms to control our own steerage passengers and keep them out of third class dining hall, and also keep them out of the way and off the deck to prevent confusion.

INSTRUCTIONS TO CARE FOR SURVIVORS.

"Chief stewards—That all hands would be called, and to have coffee, etc., ready to serve out to all our crew. Have coffee, tea, soup, etc., in each saloon; blankets in the saloons, at the gangways, and some of the boats. To see all rescued cared for and immediate wants attended to.

"My cabin, and all official cabins, to be given up. Smoke room, library, dining rooms would be utilized to accommodate the survivors. All spare berths in steerage to be utilized for Titanic's passengers. All our own steerage passengers grouped together.

"Stewards should be placed in each alleyway, to reassure our own passengers, should they inquire about noise in getting our own boats out, etc., or the working of the engines.

"To all I strictly enjoined the necessity for order, discipline and quietness and to avoid all confusion.

"Chief and first officers—All the hands to be called. Get coffee, etc. Prepare and swing out all boats. All gangway doors to be opened, electric sprays in each gangway and over each side. A block with line rove in each gangway. A chair slung at each gangway for getting up sick and wounded. Bo'sun's chairs, pilot ladders and canvas ash bags for children. Cargo falls, with both ends clear; bow lines in the ends and bights secured along ship's side for ropes or to help the people up. Heaving lines distributed along the ship's side and gaskets handy near gangways for lashing people in chairs, etc. Forward derricks topped and rigged, and steam on winches; also told off officers for different stations and for certain eventualities.

"Ordered company's rockets to be fired at 2:45 a. m. and every quarter hour thereafter to reassure Titanic.

"I may state that canvas ash bags were of great assistance in getting the infants and children aboard.

"I am proud and happy to state that the utmost loyalty, obedience and attention were shown to me by all the officials and the men working under them also, all working with perfect willingness and without the slightest confusion or unnecessary noise.

"As each official saw everything in readiness he reported to me personally on the bridge that all my orders were carried out, enumerating the same, and that everything was in readiness.

"The details I left to the several officials, and must say they were most efficiently carried out.

"I think you will hear from other sources that we had made every preparation possible.

A. H. ROSTON, Captain, Carpathia."

The night session of the Senate committee began at 9 o'clock. J. Bruce Ismay and P. A. S. Franklin, vice-president of the White Star Line, came early and took seats together in the corner behind the witness chair, where they could hear the testimony.

CARPATIA'S OPERATOR HEARS CALL FOR HELP.

The first witness was Thomas Cottan, a pink cheeked Englishman of twenty-one, who was the Marconi operator on the Carpathia. The Carpathia's wireless range, he said, was about 250 miles. Conditions Sunday night were good. He had been receiving news from Cape Cod and was trying to get in touch with the Parisian to confirm a message previously received from her.

"I was getting ready to turn in; it was about 11," he said, "but I still had the receiver on my head. I had had a message from the Titanic about 5:30. It was a message for Mrs. Marshall, one of our passengers."

"I called the Titanic, saying I had received messages from Cape Cod for her. The reply was, 'Come at once; it is a distress message; C Q D.' I confirmed it, asking them if I was to report to the captain. They answered 'Yes.'"

"Have you been misled by messages without confirmation?" asked Senator Smith.

"No, sir."

"Suppose this had not been confirmed?"

"I would have reported it to the captain."

"Then," said Cottan, resuming his story, "I asked the Titanic for her position and reported it to the captain. About four minutes later I called again, confirming the position, and got the answer, 'All right.' I heard a message from

another ship calling the Titanic. It was the Frankfurt, a German boat. Then I heard the Olympic calling the Titanic. The Olympic was offering her 'service message.'"

"I asked the Titanic if they knew the Olympic was calling. They answered no; they could not read it because of the rush of air and the escape of steam. Then the Titanic called the Olympic, saying to come at once as they were head down. The Olympic acknowledged the receipt of the message."

"Then I caught a message from the Baltic and told the Titanic to call her. I was in regular communication with the Titanic until I got the last message: 'Come quick; our engine room is filling up to the boilers.' I acknowledged it with the signal 'R E,' and reported to the captain."

"Then I told the Titanic we were coming as hard as we could come. With a double watch in the engine room and our boats all ready, and to be ready with the lifeboats when we came. I got no acknowledgment from the Titanic. I never heard from her again."

Sensor Smith then began to question Cottan about conditions aboard the Carpathia after picking up the Titanic's survivors. He said he was on duty all day Monday, all day Tuesday and finally fell asleep for two or three hours Tuesday night. He said he awoke about dawn on Wednesday and was at his post all day Wednesday. On Wednesday night the junior man on the Titanic came up to give him a hand.

"I was rather tired, sir," said Cottan.

"Were there many attempts to communicate with your ship on Monday? Did you take any messages on Monday?"

"I can't remember what I did. The record of messages received is on file on the ship. We were in communication with some ship all the way."

"Do you recall receiving any message from the President of the United States?"

"No, sir. The Chester called about 9:30 Tuesday morning for a list of the first and second class passengers. The list had been sent to the Olympic and a list of the crew and steerage had been sent to the Minnewaska, so we did not duplicate them."

Cottan was excused with the direction to be on hand at 10 o'clock this morning with the junior operator from the Titanic.

SAW MRS. STRAUS PUSH MAID INTO BOAT.

Alfred Crawford came next. He was a bedroom steward on the Titanic. He stood at the boat in which Mrs. Isidor Straus refused to embark.

"She put her foot on the gunwale," said Crawford; "then she changed her mind and went back to her husband, saying, 'We've been living together for a good many years, and where you go I go.' Then she pushed her maid into the boat and stood by Mr. Straus. That was boat No. 8. The captain was personally superintending the loading of that boat. He told us to pull for a light that we saw—the light of a ship in the distance—to land the women and return. We pulled and pulled, but we couldn't reach the light."

"Did you hear an explosion?" asked Senator Smith.

"I heard a sharp explosion while we were lying-to in the lifeboat. We were some distance off when she went down bow first. The lights in the bow went out first. She was clear of the water from amidships aft."

"Did you know Mr. Ismay?"

"Yes, sir."

"Did you see him?"

"Yes; he and Mr. Murdoch (the first officer) were lowering No. 5, on the starboard side, under the bridge. I think it was the third boat in the water. Then I went to the other side and didn't see him get into a boat."

"They had a drill at quarters at Belfast before they sailed," Crawford said.

Crawford, too, was told to return this morning. The hearing will continue at 10 o'clock. It was adjourned about 10:30.

Sensor Smith said that he adjourned somewhat earlier than he had intended because he was tired. Mr. Burlingham, secretary of the White Star Line, called his attention to the fact that many of the 210 survivors of the crew expected to sail to-day on the Lapland.

"I have no intention of holding them," said Senator Smith, "though I cannot say that I may not want some of them. I wish only to be sure that the fifteen I have subpoenaed and those who have already testified will be here."

P. A. S. Franklin joined Mr. Burlingham in assuring Senator Smith that they would be on hand.

BLOWN FROM SHIP'S DECK CARING FOR SURVIVORS

Titanic's Barber Tells of Falling on Chairs and Floating.

PICKED UP BY LIFE RAFT

Others Clinging to Its Edges Soon Became Exhausted, Said "Goodbye!" and Sank.

(By Telegraph to The Tribune.) Philadelphia, April 19.—August H. Wellman, of Palmyra, N. J., ship's barber on the Titanic, who among those rescued, graphically told to-day his experiences when the Titanic was lost.

Wellman, who declares he has crossed the ocean 765 times, is fifty-six years old, and for the last thirty-four years he has been employed as a ship's barber by the White Star Line.

According to Wellman, he was the last man of those rescued who spoke to Colonel John Jacob Astor.

Wellman says he was a witness of the scene when J. Bruce Ismay left the Titanic, and declares Mr. Ismay literally was thrown into the lifeboat by a seaman, who did not recognize him, and thought he was interfering with the work. He asserts that Mr. Ismay was striving to help in the work of launching the boats, and went overboard only under physical compulsion.

"I was in my barber shop reading," said Wellman, "when I felt a slight jar, and realized we had struck something. I went to the gymnasium to see whether there had notified it. I found some of the men punching the bag, with Colonel Astor, Mr. Widener and a number of others watching them."

"I had known Mr. Widener for some time, and I advised him to put on a life belt. He laughed at me."

"What sense is there in that? This boat isn't going to sink," he said to me. "There is plenty of time. We're safer here than in a small boat, anyway."

"Then came the order to man the boats, and I went on deck to help. The rule was observed of sending over four women and then a man to look after them. When four women had been put over a seaman turned to Mr. Ismay and ordered him over the side. Mr. Ismay refused to go, when the seaman seized him, rushed him to the rail and hurled him over."

"While I was still helping at the boats there came an explosion from below decks and the ship took an awful lunge, throwing everybody into a heap. I was hurled clear of the vessel's side and landed on top of a bundle of deck chairs which was floating on the water. I was badly bruised and my back was sprained. My watch stopped at 1:50 a. m. and I believe it was at that time I was thrown into the water."

"While I lay floating on the bundle of chairs there came another terrific explosion and the ship seemed to split in two. There was a rain of wreckage and a big piece of timber fell on me, striking my life belt. I believe if it had not been for the belt I would have been killed. I floated for what I believe was about two hours. Then arms reached down and drew me up. There was a man named Brown, whose life I probably had saved two years ago by hurrying him to a hospital in England when he was taken ill suddenly."

"There were six persons on the raft and others were in the water up to their necks, hanging on to the edges of the raft. The raft was already awash, and we could not take them aboard. One by one, as they became chilled through, they bade us good-bye and sank. In the bottom of the raft by and sank. In the bottom of the raft by and sank. In the bottom of the raft by and sank."

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